THE

North-China Herald.

VOL. IX., N°. 446. SHANGHAI, SATURDAY, FEBRUARY 12, 1859. PRICE, TAELS 15 ₱ ANNUM.

NOTICES OF FIRMS.

NOTICE.

WE have this day established a Branch of our firm at Shanghai, and have authorized Mr. HENRY MURRAY to sign our name in China.

ALFRED WILKINSON & Co.

26fe Hongkong, 1st February, 1859.

NOTICE.

THE interest and responsibility of the late GEORGE SMITH, and of Mr. BENJAMIN GOTT KINNEAR, in our firm, ceased on 31*st December*, 1857.

THE interest and responsibility of Mr. ANDREW ARCHIBALD RANKEN, in our firm, ceased on 31*st December*, 1858.

SMITH, KENNEDY & Co.

tf Shanghai, 6th January, 1859.

NOTICE

MR. KHAN MAHOMED DHURUMSEY is about to leave this place, the business of our Firm will be henceforth conducted by Mr. LUDDARBOY TARMOOMOED who is authorized to sign our Firm by procuration.

CASSUMBHOY NATHABHOY & Co.

tf Shanghai, 4th January, 1859.

NOTICE.

MR. WALTER MOWRILYAN has this day been admitted a partner in my business which will hereafter be carried on under the style of ELLES & Co.

JAMIESON ELLES.

28ap Amoy, 1st January, 1859.

NOTICE.

THE interest and responsibility of Mr. WILLIAM BROUGHALL in Shanghai having terminated on the 31st ulto. I shall, for the future, carry on the Business of Public Silk Inspector in my own name.

J. F. CARTER.

tf Shanghai, 1st January, 1859.

NOTICE.

THE business heretofore conducted in China under the style of BLENKIN, RAWSON & Co., was closed *on the 31st ultimo*. Mr. JAMES DOW will sign the name of the firm in liquidation.

T. S. RAWSON.
S. RAWSON.
WILLIAM KAY,
By their Attorney, W. BLENKIN.
JAMES DOW.
W. THORBURN.
W. M. NORTON.

tf Shanghai, 1st January, 1859.

NOTICE.

MR. ROBERT JARVIE WPS admitted a Partner in our Firm, *on 1st July last*.

GILMAN & Co.,
of Canton, Shanghai & Foochow.

5mr Shanghai, 1st December, 1858.

NOTICE.

WE have established a branch of our firm at Hongkong.

Mr. ROLLESTON HAMILTON, and Mr. HUBERT MARSHALL MURRAY GRAY are admitted partners in our firm.

SMITH, KENNEDY & Co.

tf Shanghai, 18th November, 1858.

CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

(INCORPORATED BY ROYAL CHARTER.)

SHANHAE BRANCH.

THIS Branch is now open for *General Banking Business*. CURRENT ACCOUNTS can be opened, on which no Commission will be charged, or Interest allowed.

For SHROFFING, a charge of 50 Cents per Mille will be made.

INTEREST

will be allowed on *Fixed Deposit* accounts, subject to,—

Three Months Notice of Withdrawal, at 5 per Cent, per Annum.
Six do. " " " 6 "
Twelve do. " " " 7 "

The Branch *purchases Bills*, and *grants Drafts*, on the LONDON JOINT STOCK BANK, and the Agencies in BOMBAY, MADRAS, CALCUTTA, CEYLON, SINGAPORE, and HONGKONG,—the *Rates* for which may be had on application.

RICHD. NEWBY,
Manager.

tf Shanghae, 18th September, 1858.

NEW OPENING OF THE CHINESE TRADE.

EAST India and China Agency, established for 10 years in the city of London. The undersigned having a thorough knowledge of the leading European markets, and nearly 20 years experience in the purchase of the English staples, suitable to India and China, would be happy to take charge of Consignments to England, and to invest the proceeds, in the purchase of any description of manufactures that may be required.

Special attention directed to the execution of orders for goods of the following leading branches of trade, viz.

WOOLLEN GOODS selected from the best manufacturers in the West of England, Yorkshire, Russia, and German houses.

COTTON GOODS of the width, and substance, adapted to the Chinese wants, from the leading manufacturers at Manchester.

AMERICAN DRILLS and SHEETINGS, selected from the best manufacturers, long known to the Chinese Trade.

Those parties desirous to avail themselves of the important advantages of the advertisers experience, have only to send full particulars of the goods, and of the markets they prefer, and they may depend upon their orders being executed with that care, and minute study, which cannot fail to please the tastes of the Chinese consumers.

HENRY CASSIN,
Commission Merchant,

tf 5, Leadenhall Street, London.

NOTICES OF FIRMS.

NOTICE.

HAVING disposed of the Stock in Trade and Good-will of my business *from the 1st December last*, the Firm of P. F. RICHARDS & Co. or RICHARDS & Co. ceased from this date.

P. F. RICHARDS,
Sole Partner.

tf Shanghai, 1st January, 1859.

NOTICE.

MESSRS. KNOOP & Co. beg leave to intimate that they have commenced business as *Shipchandlers and General Merchants* in the premises lately occupied by Messrs. RICHARDS & Co.; and hope by strict attention to business to secure a share of the custom of Vessels coming to this Port, and also of the Foreign Community.

Mr. FRANZ KNOOP is authorized to sign for the Firm per procuration.

tf Shanghai, 1st January, 1859.

INSURANCES.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.

Trustees,

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*

THE Company is prepared to grant Policies of Insurance against Fire to the extent of £10,000 on any one Building or its contents.

The Policies of the Company are NOT SUSPENDED in the event of invasion or insurrection.

Premiums are payable in the Bills of any of the Local Banks or in other approved Paper.

BOWER, HANBURY & Co.,
Agents for Shanghai.

tf Shanghai, 1st January, 1859.

NOTICE.

THE undersigned are appointed Agents for the *Underwriters* and *Marine Insurance Companies of Hamburg.*

HARKORT & Co.

tf Shanghai, 17th December, 1858.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of Mex. $35,000,—on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.

tf Shanghai, 1st December, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, JAVA, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.

tf Shanghai, 13th February, 1857.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(Established 1843.)

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES.) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy, the Straits, Ceylon, the Presidencies of India, Suez, and England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to

M. FISCHER, *Hongkong.*
E. WARDEN, *Shanghai.*
H. T. MARSHALL, *Singapore.*
T. H. TRONSON, *Calcutta.*
ROBERT FRANCK, *Madras*, or
JOHN RITCHIE, *Bombay.*

JAMES HARTLEY & Co.

London 26th June, 1858.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed AGENTS in CHINA for the above COMPANY, are prepared to accept ASSURANCE at SHANGHAE, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others.—*Rate of Premium, ¼ per cent per Annum.*

And on their Contents, *at the Rate of 1 per cent per Annum.*

ASSURANCES for 6 Months ¼, and for 3 Months ⅛, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participate in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st August, 1856.

INSURANCES.

NOTICE.

THE undersigned have been duly authorized to act as Agents for the *Underwriters* and *Insurance Companies of Bremen.*

WM. PUSTAU & Co.

26fe Shanghai, 24th January, 1859.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Port, are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Shanghai, 15th September, 1858.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*

LINDSAY & Co.

Shanghae, 1855.

FOR SALE.

FOR SALE.

GIESLER'S Sparkling Moselle.
Port, Sherry, Claret, &c.

SMITH, KENNEDY & Co.

tf Shanghai, 6th January, 1859.

CORK PATENT HELMETS, SHOOTING HATS, &c.

SUN-PROOF—WATER-PROOF.

A MOST valuable Invention has just been brought forward to supply the great want of a proper covering for the Head in tropical climates, and this desideratum is fully obtained by Helmets, Hats, and Caps, being made, in any shape, of Cork, under a new process by which it is rendered flexible, and its natural brittleness effectually removed. Every kind of head-dress, covered with any materials desired, can be made exceedingly light or of great strength, sufficient to withstand any blow, with little extra increase of weight. Cork Shakos, of the same material, are in the course of manufacture, by order of the Government, for a portion of the British Army in England. Plain Helmets 25s.; ornaments at pleasure. HAWKES & Co., 14 Piccadilly, London, Sole Manufacturers.

A spurious imitation of this manufacture must be guarded against, as it is entirely destitute of all the advantages possessed by HAWKES & Co.'s Helmets, &c., which have their names stamped upon them.

Sole agent for the Sale of the above, T. R. LEWIS, 16, Gould Square, London, to whom all Orders should be addressed, accompanied with Cash payments. 12fe

NOTICE.

THE undersigned offer for sale at moderate prices a large invoice of Europe Rope from 8 in. to 9 thread, Manila Rope, Canvas, Repairing Canvas, Stockholm Tar and Pitch, Oakum, all kind of Paints (dry and ready made), Paint and Lamp Oils, Varnish, Lime Juice, Vinegar, and a variety of Articles for Ships use.

Also,

Fresh Cheese, Hams, Butter, and Salt Provisions; Pale and Brown Brandy; Port, Sherry, and a variety of Wines, &c., &c.

KNOOP & Co.
Corner of North Gate & Bridge Street.

tf Shanghai, 8th January, 1859.

FOR SALE.

TABLES shewing the Exchange given by Bullion Remittances, from Shanghai to India.

Also,

TABLES shewing the value in Shanghai, of Bar Silver, Mexican Dollars, and Rupees, as compared with rates ruling in London. (of the last, twenty copies only, remain on hand).

Price of each Set, Tls. 2 per Copy.

Apply to the *North-China Herald* Office.

tf Shanghai, 27th September, 1858.

FOR SALE.

TABLES showing Cost of Tea laid down in England and America.—Compiled by P. LOUREIRO.

Price $3 Mex. each.

Apply to the *North-China Herald* office.

tf Shanghai, 23d September, 1858.

FOR SALE.

CLARET (five qualities): Ermitage 1842; Champagne (two qualities); Sparkling St. Péray; Muscat de Frontignan; Malaga; Pale Brandy; Brown do.; and Kirschwasser, &c., &c.

Great assortment of sweet Liqueurs.

Best salad Oil.

All in 1 doz. Cases.

X. SALABELLE & Cie.
Tchang-fou, North Gate Street
corner of Bridge Street.

tf Shanghai, August 6th, 1858.

FOR SALE.

Price One Tael per Copy.

JOURNAL OF THE SHANGHAI LITERARY AND SCIENTIFIC SOCIETY,

at

FOGG & Co.; HALL & HOLTZ;
and
KUPFERSCHMID & Co.

tf Shanghai, 6th August, 1858.

BOOKS ON SALE,

AT H. FOGG & Co.

	price per copy.
WILLIAMS' Dictionary of the Chinese language, ...	$7.00
Do. Commercial Guide, ...	3.00
Do. The same with map of China,	3.50
Do. Map of China, Mounted, ...	2.00
Do. " " Pocket.....	1.00
Do. Middle Kingdom, 2 vols. with a Map.	

tf Shanghai, 7th April, 1858.

FOR SALE.

FOR SALE EX "ANGLO SAXON."

FINE Pale Sherry. } in 3 doz. Cases.
do. Golden do. }
Superior Old Port. }

GIBB, LIVINGSTON & Co.

tf Shanghai, 4th February, 1859.

FOR SALE.

A NEW 6 inch Hydraulic Baleing Press made by Messrs. PEEL, WILLIAMS & PEEL Manchester, which is complete, and a portion of the Machinery in duplicate, with instructions for using the same.

Also,

A Lithographic Press, complete.

Apply to

H. FOGG & Co.

tf Shanghai, 31st January, 1859.

LEGRAND, FRERES & CIE.

BEG to announce that they are prepared to offer for sale a large well selected assortment of Watches, Alarm Time Pieces, Clock-movements, Stereoscopes, Perfumery and Fancy Goods, &c., &c., &c.

Also, Claret, Brandy, best Salad Oil, Preserves in Vinegar, and Sweet Liqueurs.

Photographic Portraits taken and set in Frames of different Styles, at moderate prices.

tf Shanghai, 1st January, 1859.

WORKS ON SALE.

At the London Mission Printing Office,

SHANGHAE.

TO be had also at the Office of the *North-China Herald*—

Medhurst's STATE and PROSPECTS of CHINA, ...	Tls.2.0.0
FOKIEN or AMOY DICTIONARY, 1 vol. 4to,.....	10.0.0
CHINESE and ENGLISH DICTIONARY, 2 vols. 8vo,.....	10.0.0
ENGLISH and CHINESE DICTIONARY, 2 vols. 8vo,.....	10.0.0
ENGLISH and JAPANESE VOCABULARY, 1 vol. 8vo,.....	2.0.0
COREAN and ENGLISH VOCABULARY, 1 vol. 8vo,.....	2.0.0
FORMOSAN and ENGLISH VOCABULARY, 1 vol. 12mo,.....	1.0.0
ANCIENT CHINA, 1 vol. 8vo,....	2.0.0
THEOLOGY of the CHINESE,....	1.5.0
THE TRUE MEANING of the word *SHIN*, or "SPIRIT,".....	0.5.0
GLANCE at the INTERIOR of CHINA,.....	1.0.0
THE CHINAMAN ABROAD, or a Desultory Account of the MALAYAN ARCHIPELAGO, by *Ong-t'hae-hae*,	0.5.0
ON THE SILK MANUFACTURE, & CULTIVATION of the MULBERRY, ...	0.7.5
GENERAL DESCRIPTION of SHANGHAE and its Environs, ..	1.0.0
NARRATIVE of a MISSION to the JEWS at Kae-fung Foo, ...	0.5.0
FAC-SIMILES of 4 ancient Hebrew Manuscripts, from the Synagogue at Kae-fung Foo,.....	1.0.0
NOTIONS of the CHINESE concerning GOD and SPIRITS,.....	2.0.0
GRAMMAR of the SHANGHAE DIALECT, ...	2.0.0
MEMOIRS of the Life and Labours of Dr. MORRISON.....	3.0.0
CHINESE PHONETIC VOCABULARY,—1 Rupee each, or 3 copies for	1.0.0
ÆSOP'S FABLES, in Chinese and English,.....	2.0.0
GRAMMAR of the Mandarin Colloquial Dialect of the Chinese language, ...	2.0.0

FOR SALE.

Account Books.
Paper of all sizes, ruled and plain.
Fancy Note Paper and Envelopes.
Music Books, and Paper.
Wax, Tape, Wafers, &c., &c.

North-China Herald Office.

HOUSES & LAND.

TO LET.

THE Dwelling House and Godowns, well suited for Business Premises, lately occupied by Messrs. SILLAR, BROTHERS. Apply to

J. B. ROSS.

tf Shanghai, 28th January, 1859.

TO LET.

THE Dwelling House with large Godown attached, (together or separately), formerly known as *Wha-Shing* and lately occupied by Messrs. CHAPMAN, HANBURY & Co.

Also the House and Godown next to *Wha-Shing*, lately occupied by Messrs. SALABELLE & Cie. For particulars apply to

T. J. BIRDSEYE.

tf Shanghai, 1st January, 1859.

TO LET.

THE Dwelling Houses, and Godowns at present occupied by Messrs MONCREIFF, GROVE & Co., either together or separately; entry to the Godowns from *1st October*, and to the Dwelling Houses from *1st January*.

For particulars apply to

TURNER & Co.

tf Shanghai, 31st August, 1858.

AT FOOCHOW,
PAGODA ANCHORAGE.

TO BE DISPOSED OF

A DESIRABLE Location including a comfortable Bungalow, Furniture, good stock of Genuine Medicines and a good Medical Practice, at present worth from 4 *a* 5,000 Dollars per annum.

For particulars apply to

B. A. WARDELL.

tf Shanghai, 2d July, 1858.

HOUSES & LAND.

TO LET.

THE Business Premises at present occupied by Messrs. THORNE, BROTHERS & Co., with servant's Offices attached, suitable for a Dwelling House. Apply to

WATSON & Co.

tf Shanghai, 3d February, 1859.

MISCELLANEOUS.

NOTICE.

A POSTSCRIPT to the *North-China Herald* is published for transmission to Hongkong and Chinese ports by every favorable opportunity. It contains a *precis* of News, Daily quotations of Exchange and Opium, Arrivals, Clearances, and Departures of Vessels, from the date of the last previous publication until the latest hour.

PRICE 1 MEX: DOLLAR per month, payable Quarterly

To Hongkong Subscribers to the *Daily Shipping and Commercial News*, Free.

Subscriptions received at this Office and by Messrs. MCEWEN & Co., Hongkong.

tf Shanghai, 10th November, 1858.

THE SHANGHAE HOSPITAL AND DISPENSARY.

HAS been enlarged, and can accommodate PRIVATE Patients with comfort.

The terms are,

For Private Room, ...Tls. 2.0.0 a day.
" Officers do. .... " 1.5.0 "
" General Wards,.... " 1.0.0 "

Washing One Tael per month extra.

The Lowest charge is Seven Taels.

F. C. SIBBALD, M.D., *Surgeon.*
MR. NEWMAN, *Apothecary.*

☞ The DISPENSARY is well stocked with Medicine, which may be had on application to the Apothecary.

tf Shanghai, July 17th, 1857.

MADAME WRIGHT,
MAGAZIN DES MODES.
BARRIER ROAD, SHANGHAI.

Tae-hing. 泰興

KUPFERSCHMID & CO.,
Auctioneers, Storekeepers and Commission Agents.

CHURCH STREET NEAR PARK & FIVES COURT LANES.

A VARIETY of useful and fancy Articles of all kinds constantly on hand and for sale cheap.

Shanghai, 18th January, 1859.

H. MULLER,
Chronometer, Watch & Clock Maker.

INVITES the attention of Shipmasters and others visiting this port, to the well assorted stock of Watches, Clocks and Chronometers he has for sale.

Chronometers will be carefully repaired and cleaned, also rated by Transit observation. Clocks wound by the year at a moderate charge. Prompt attention paid to the repairs of Watches and Clocks.

Shanghai, 18th January, 1859.

FRAZAR & CO.,
Commission Merchants, Ship Chandlers, and Store-keepers.

BRIDGE STREET, back of H. Fogg & Co.

tf Shanghai, 1st January, 1859.

McKENZIE & CO.,
Ship Chandlers, Storekeepers, General Agents and Provisioners.

NEAR THE FRENCH CONSULATE
SHANGHAI.

H. FOGG & CO.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.
SHANGHAE.

HALL & HOLTZ,
SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

KIN-TEE-YUEN,
CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS,
AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.
Shanghai, 1st September, 1855.

ADVERTISEMENT.

R. T. PRITCHETT, RIFLE, GUN, AND SWORD MANUFACTURER to Her Majesty's War Department and the Hon. East India Company, begs to call the attention of Officers and Gentlemen abroad to the sound quality and efficiency of the Arms he produces, both for Military purposes and the Sports of the Field. Every GUN sold by R. T. PRITCHETT is manufactured on the premises, and every RIFLE is bored, rifled, and shot under his personal superintendence. For both large or small bore the PRITCHETT BULLET, as adopted by H. M. Government, without cup or plug, is found most serviceable—very numerous testimonials having been received of its range and truth of flight. To the manufacture of SWORDS also, great attention is paid, the most efficient proof of strength and spring being applied, a guarantee given of the quality of the blade, which is uniformly tested by powerful machinery in the presence of the purchaser, before made up.

86, St. James's-street London.

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NEW ADVERTISEMENTS.

NOTICE.

THE SHANGHAI ALMANAC for 1859, will be ready for delivery on *Monday, the 14th instant.*

In addition to the former matter, it contains a DIARY of 4 days to a page.

North-China Herald Office,
Shanghai, 12th February, 1859.

CIRCULAR.

THE P. & O. S. N. Co.'s Steam-ship *Formosa*, Captain H.Y. BROWNE, will be despatched from Shanghai, on *Sunday, the 20th February, at day-light*, with Her Majesty's Mails for conveyance to Europe *viâ* Hongkong.

She will have room for 2,500 Bales of SILK for Ports beyond Suez.

CARGO will be received on board up to 5 P.M. of *Friday, the 18th February*, and PARCELS at this Office until *Noon* of the same day.

Correct forms of Bills of Lading can be had on application to this Office.

E. WARDEN, *Agent*,
P. & O. S. N. Co.'s Office,
Shanghai, 9th February, 1859.

NOTICE.

MR. PHILIP HENRY UNDERWOOD is authorized to sign for our Firm by procuration.

W. R. ADAMSON & Co.
9ap Shanghai, 12th February, 1859.

NOTICE.

THE undersigned is appointed Agent at this Port to the UNDERWRITERS and MARINE INSURANCE OFFICES OF BREMEN.

EDWIN WADMAN.
tf Ningpo, 26th January, 1859.

FOR SALE.

THE desirably situated Piece of Land, duly Registered in the British Consulate, known as Pootung Point, at which the Wong Poo and Woosung Rivers unite, and containing twenty *mow*, which can be increased, by bunding, fully twenty more; part has been raised three feet and is under cultivation, and with little expense the remainder could be completed. It has now 400 feet of River Frontage, which could be increased by bunding to 600. It is needless to point out the numberless advantages this spot possesses, either for a Dock, Coal, or Timber Yards, or any business requiring large space and water frontage, as just within the Point there, is at low water and close to the shore sufficient depth for large Vessels to anchor, and by running out a Jetty only a few feet, Ships could load and discharge along side of it. For further particulars, &c. apply to

FREDK. P. WEBB.
tf Shanghai, 11th February, 1859.

EX OVERLAND ROUTE,
GANS' FRENCH BOOTS AND SHOES.
ALSO LANDING FROM "ANGLO SAXON."

A FINE assortment of Blank Books, Paper and Stationery, Oil Cloth Table Covers, Damask Table Covers and Napkins, Ladies' and Gentlemen's fancy Whips, Dressing Cases, Stereoscopes and Views for do., Velvet Sponge, Magic Lanterns, Brushes, Combs, Perfumery, and a variety of fancy goods.

FOR SALE AT REDUCED PRICES.
KUPFERSCHMID & Co.
26fe Shanghai, 8th February, 1859.

AMOY DOCK COMPANY, LIMITED.

THE Directors of the above Company beg leave to intimate to Merchants, Shipowners, Masters of Vessels and the Public generally, that the Amoy Dock will be opened and ready to receive Ships *on or about the 1st May proximo.*

The Dock is 300 feet long and 60 feet broad, built entirely of Granite, on a solid foundation. The Company will always have on hand a large Stock of Masts, Spars, Planking, Copper, Yellow Metal, Bolts, &c., &c., and they will be able to supply all requisites for the repair of Ships on the most favorable terms.

An Experienced Manager has charge of the Works, and a full Staff of efficient Carpenters, Blacksmiths, &c., will always be kept up.

For the Directors,
THOS. D. BOYD,
Secretary.
13au Amoy, 22nd January, 1859.

THE
North-China Herald.

SHANGHAI, SATURDAY, FEBRUARY 12, 1859.

NOTICE.—The hours of DIVINE SERVICE in TRINITY CHURCH, are on Sundays, at 11 A.M. and 3 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. WRIGHT, the *Sexton*.

JOHN HOBSON, *Chaplain*.

NOTICE.—PUBLIC WORSHIP is held in the LONDON MISSION CHAPEL, every Sunday, at half past nine A.M., and at six P.M.

NOTICE.—DIVINE SERVICE is held in the Chapel of the American Episcopal Mission at *Hoong Kew*, every Sunday Evening at 7 o'clock

NOTICE.—SEAMEN'S CHURCH. Services in the morning at 11 o'clock, and in the afternoon at 3 o'clock.

NOTICE TO CORRESPONDENTS.

No communications can be received, unless accompanied by the real name and address of the author, which will be kept private if desired.

We reserve to ourselves the prerogative of refusing, without comment, such articles as we may not be disposed to admit.

LATEST DATES.

England, ...	Dec. 9	Singapore, ...	Jan. 16
Bombay, ...	Dec. 31	Hongkong, ...	Jan. 29
Calcutta, ...	Dec. 22	New York, ...	Nov. 24
Galle, ...	Jan. 6		

Latest dates in England from China.—

Hongkong, 13 Oct.	Received per Post,—	
Shanghai, 4 Oct.	*viâ* Marseilles..	20 Nov.
	viâ Southampton	4 Dec.

MAIL of 25th Dec. from London *viâ* Marseilles due in Hongkong, Feby. 10th,—Shanghai, 13th. Last year it was received on the 10th, per *Yang-tsze*, and 20th per *Formosa*.

DEATH.

At Shanghai, on the 31st January, Mr. ROBT. A. BRINE, aged 34 years.

COMPARISON OF OBSERVATIONS,
taken by
A SELF REGISTERING THERMOMETER
in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.
FOR THE WEEK.

Ending 11th Feb., 1859.		*Ending 11th Feb., 1848.*	
5,—Max. 40	Min. 31	Max. 41	Min. 29
6,— " 40	" 29	" 45	" 36
7,— " 43	" 30	" 42	" 37
8,— " 44	" 31	" 44	" 37
9,— " 43	" 36	" 42	" 35
10,— " 40	" 33	" 43	" 39
11,— " 43	" 31	" 45	" 37

To be continued weekly.

LATEST QUOTATIONS.
(Friday Evening.)

EXCHANGE, ... No quotations.

OPIUM.

	New Patna		*Old Patna*
	Malwa	High Nos. Low Nos.	
Feb.	Tls.	Tls. Tls.	Tls.
5			No quotations.
7—460	—	..550 a 563..540 a 543	..525 a 540
8—460	—	..555 a 570..545 a 555..540	—
9—460	—	..560 a 570..545 a 555..540	—
10—458	—	..555 a 565..545 a 550..540	—
11—458	—	..555 a 565..545 a 555..540	—

PASSENGERS.

ARRIVED.—Per *Formosa*, Mr. & Mrs. Holmes, Mr. & Mrs. Warden, Mrs. Brodsson and child, Messrs. D. H. Carter, Delamaine, D. Minoz, L. Wiese, J. Smith, A. R. Hewlett, W. B Varcs, S. D. Subaltar, and G. B. Dixwell.

DEPARTED.—Per *Yang-tsze*, Mr. Wild. Per *Aden*, Mr. W. H. Pittock & family, Mr. J. Skinner & family, Messrs. R. Fortune, H. Parpin, J. Moiadina, T. Kroes, G. Austen, J. McDonall, A. Campbell, N. Weismann, J. Dowsnap, K. Dhuramsey, R. Hemraz, and Alfred Wilkinson.

PASSED ANJER.—Dec. 20th, *Oscar*, from Shanghai for New York; 20th, *Amicus*, from do. for London; Jan. 24, *Akbar*, from do. for London.

NORTH CHINA BRANCH OF THE ROYAL ASIATIC SOCIETY.

The regular monthly Meeting of this Society will be held at the Library, on *Tuesday evening next, the 15th instant*, at 8 o'clock.

After a few remarks from the President on the Upper Branches of the Yang-tsze kiang, the remaining portion of a "Journal to Hankow and back" commenced at the last general meeting, will be read.

A Paper on "Traces of Judaism in China" will also be read.

C. TREASURE JONES,
Secretary.

THE next outward mail for Hongkong and Europe is advertized to leave on Sunday morning, the 20th instant, at day-light.

A REPORT has been current for some time that Han-kow and Woo-chang have been taken by the Nëen rebels and the Taiping rebels as allies. It is credited by some well informed Chinese, but not believed by us.

FROM Ningpo we hear that the new Taoutai, Lin, grandson of the Imperial High Commissioner, Kweiliang, has arrived there. He is a Tartar, 29 years of age. It is further stated that Poo-hinghew and his brother Poo-leang-tai have been summoned to Hang-chow to concert measures for attacking the Nanking rebels.

Poo-hing-yew is the former Cantonese pirate chief, better known to foreigners as A-pak, who was in 1852 compelled by Capt. Shadwell in the *Sphinx*, with Mr. Thos. Taylor Meadows on board, to surrender, with his squadron of 22 vessels, to the Chinese Authorities at Ningpo. The latter preferred his surrender to the destruction of his squadron; and the sound policy of letting the Chinese govern according to their old established rules is shown by the fact that the pirate leader has ever since been the steadfast adherent and chief support of the Imperial Authorities at Ningpo. When Shanghae was taken by the triads he not only prevented Ningpo from suffering the same fate but sent a squadron of Cantonese junks to aid in maintaining the Imperialist blockade. He has stood by the Authorities in various disputes these latter have had with the piratical, Portuguese who infested Ningpo for several years up to the summer of 1857 when they were driven out after a fight in which Poo-leang-tai the brother of Poo-hing-yew was an active leader. More recently the two brothers have aided the Authorities and the Ningpo gentry in putting down the Lake insurgents. Immediately after that success, the Governor of Che-keang sent for them to Hang-chow to arrange about their raising a force of Cantonese to defend that city against the Tae-pings whose advance upon it from Ning-kwo has been feared for two or three months past. If Poo-hing-yew is now collecting men at Ningpo, it is probably for that purpose.

Poo-hing-yew has since 1852 been a captain in the Chinese marine force. His brother has, we believe, no official rank, but is merely a leader of Irregulars.

THE receipt of the mail, by private Steamer, one to three or four days before the arrival of the regular Post-office packets by the Peninsular and Oriental Company Ship is now so customary that it has almost become an established rule. Comments and complaints respecting this inconvenience receive no attention from the ruling powers of this great Company, at all events they bring no redress. It may be as well to explain to persons at a distance, who, probably, only know that they do not receive answers to their letters by return steamer when others are more fortunate, how this occurs. On the arrival of the mail from Europe at Hongkong one of the Company's Steamers is appointed to leave, in two clear days, with the packets, &c., for Shanghai. At the same time there is generally a fast private Steamer ready to start in about 12 hours after the mail is delivered. By her those letters which are add essed to the care of agents at Hongkong are forwarded, and received, as we said above, some times three or four days before the P. & O. Company's mail packet, with those not so addressed, comes in. A case in point has just occurred. The London mail of 9th Dec. arrived in Hongkong on the 27th ulto. The *Yang-tsze*, private Steamer, under the American flag left on the 28th, and the Company's Steamer *Formosa* on the 30th, letters by the former were received in Shanghai on the 3d inst., those by the latter not until the 6th, an hour after the outward Supplementary mail closed. Receivers of letters by the *Yang-tsze* had three days to answer them in; those by the Government mail packet would have had no opportunity of replying at all but for a considerate arrangement made by the Senior Naval Officer, H. M. Service, to dispatch H. M. S. *Cruiser* in the morning of the 8th, which it is presumed will be in time to save the mail appointed to leave Hongkong on the 15th.

The detention of the Shanghai mail two days in Hongkong is acknowledged by the merchants to be a convenience, enabling them to arrange their operations after the receipt of their home advices; but the Government should insist not only on the employment of powerful Steamers to fulfil the mail contract but that their utmost power, consistent with safety, should be used to compete successfully with private vessels, irrespective of false economy in fuel, &c.

Notwithstanding the improvements in Steam machinery and the railway through Egypt, we do not, regularly, receive the Mails from Europe in less time than we did six or eight years ago. Why cannot two or three days be gained, in the voyage and transhipment, throughout the line, by which the homeward mail would be received in London in time to be acknowledged by that now leaving a day or two after the inward mail arrives, or is considered to be due. This is submitted for the consideration of the Directors.

H. B. M. CONSULAR COURT, SHANGHAI.
CIVIL SIDE.

9th February, 1859.
WRIGHT *v.* MACDONALD.

Before D. B. ROBERTSON, Esq., *H. M. Consul.*

This was an action brought to recover the sum of Tls. 36,0.5 for damage done to the vessel *Harvest Home*, by the Steam-vessel *Meteor*.

From the evidence it appeared that the *Meteor* was towing the ship *Akbar* out of the anchorage, and when off the Point, the current set both vessels over to where the *Harvest Home* was at anchor, and a collision resulted.

The DEFENDANT pleaded non-liability on the ground of the *Meteor* being used only for towing; the *Akbar* had a licensed pilot Mr. J. Potter on board.

J. POTTER being called stated, he was in charge of the *Akbar*, that the tide caught the vessels' head and set them on the *Harvest Home*.

H. M. CONSUL observed, there were several points in this case which must be considered ere coming to a decision. First, the liability of the *Harvest Home* with reference to being anchored in the fair way,—second, that of the steamer *Meteor* which had the *Akbar* in tow,—third the liability of the pilot Mr. Potter who was in charge of her,—and fourth, the actual cause of the collision. As regards the first it did not appear that the *Harvest Home* was in such a position as necessarily exposed her to danger of collision from vessels passing up or down, it was not, perhaps, such as would have been quite safe for a vessel to moor in, but as she had brought up with the intention of Plaintiff to move her as soon as possible into a quieter place, he, H. M. Consul, considered that under the circumstances no blame could attach to him.

Respecting the steamer *Meteor*, she was simply towing the *Akbar*; had the master been acting as pilot also, the liability of the vessel might be matter of question, but as his duty was confined to mere towage and obeying the orders of the Licensed Pilot on board the *Akbar* H. M. Consul did not see that any responsibility in the matter in the fair way,—second, that of the steamer to the Pilot on board the *Akbar* and the question was whether the collision occured from negligence or error on his part, or originated from causes over which he had no control The Pilot states that the broken water, or race, off the Point set the vessels down on the *Harvest Home* and the collision was unavoidable.

It is well known that the portion of the river mentioned by the pilot, it not actually dangerous, is at least fraught with danger and unfortunately vessels arriving or departing must generally pass through this broken water, it being the deepest part of the channel, and it could not always, therefore, be avoided, and if the cross current, which traverses it, should happen to catch a vessel's head there was every chance of her being set over bodily into the anchorage on the left bank of the river. It appeared in this instance such was the case, and all control of the vessel and Tug alongside being lost, she went into the *Harvest Home* and hence resulted the damage for which compensation was sought in this Court,—the H. M. Consul, was therefore of opinion that the collision was an unavoidable event, attributable to natural causes and without fault on either side, and consequently must be considered as a peril of the sea. He further observed that in coming to a conclusion in cases such as this, the character of a Pilot must be considered, for notwithstanding "natural causes" may be, *prima facie*, the origin of an accident, still a question of voidability is very likely to arise, and here it is that the reputation of a Pilot for care and skilfulness carries weight, for should there be any doubt on this point, the Court would naturally, in the absence of proof of negligence, incapacity or misconduct, be influenced by character and give the benefit of such doubt accordingly, hence the importance it is to Pilots to establish a good name in their profession. With reference to the liabilities of Pilots in charge of vessels, the Law as applicable to British subjects is very clear. The CCCI.XVI. Sec: of the merchant Shipping Act provides,—"If any Pilot, when in "charge of any ship, by wilful breach of duty, or "by neglect of duty, or by reason of drunkenness "does any act tending to the immediate loss, "destruction or serious damage of such ship, or "tending immediately to endanger the life or "limb of any person on board such ship, or if any "Pilot by wilful breach of duty or by neglect or "default of any misdemeanour and also be liable to "suspension and dismissal by the authority by "which he is licenced." H. M. Consul then said; as this clause had reference, although it was not applicable to the case before him he took the opportunity to refer to it as it is well it should be more generally known than he had reason to think it was, what is the Law on the subject and what the liabilities of Pilots.

JAPAN.

THE following are the documents, published in the *Hongkong Government Gazette*, referred to in the Notification from H. M. Consul that appeared in this paper on the 29th ultimo. Our last issue contained a Summary of the English Treaty with Japan as communicated to the home journals by the Foreign Office. The course to be adopted in cases of illegal acts appears clear enough and the gratuitous stigma cast upon its subjects by the British government, uncalled for. Had the Japanese complained, or had they expressed misgivings as to the faithful observance of the treaty stipulations, it would have been soon enough to give them assurance of protection when required, instead of anticipating the difficulty, probably at the suggestion of parties whose designs are more likely to lead to an interruption to commercial intercourse by interference with the prejudices of the government and people, than any attempt to conduct an illegal traffic which the Japanese themselves are competent to prevent, either before or after the ratification of the Treaty.

The very fact of the *Inflexible's* appearing in the Bay of Yeddo, after a promise, which we believe was given, that no Man-of-war should visit that port until ratifications are exchanged, may raise a doubt with the Japanese authorities as to the sincerity of the professions of the British government.

No. 2.

GOVERNMENT NOTIFICATION.

His Excellency Sir John Bowring, Knight, LL.D., Her Majesty's Plenipotentiary, &c., &c., has directed the publication, for general information, of the following Copy of a Despatch from His Excellency Sir Michael Seymour, K.C.B., together with its enclosure, addressed by the Earl of Malmesbury to the Lords Commissioners of the Admiralty, relative to the unauthorized importation of Goods into Japan.

By Order,
G. W. CAINE.
Superintendency of Trade, Victoria,
Hongkong, 18th January, 1859.

Calcutta, AT HONGKONG,
17th January, 1859.

SIR,—Herewith I have the honour to transmit, for your Excellency's information, a Copy of a Letter from the Earl of Malmesbury, Her Majesty's Secretary of State for Foreign affairs, dated the 24th November last, to the Lords Commissioners of the Admiralty, informing their Lordships that certain British Merchants in China will endeavour improperly to import Goods, &c., into Japan; and in accordance with Lord Malmesbury's wishes Her Majesty's Steam Sloop *Inflexible* will sail for Jeddo (calling at Shanghai and Nagasaki), in two days time, to convey to the Japanese Government the opinion of Her Majesty's Government on such illegal traffic, if it should be attempted, either before or after the ratification of the Treaty: and that Her Majesty's Government will not extend their protection to any British Subjects who may violate the Laws of Japan.

I have to request that Your Excellency will be pleased to communicate to the British Merchants in China, the course pre-cribed to Her Majesty's Naval Force in Japan.—I have, &c.,

(Signed.) M. SEYMOUR,
Rear-Admiral and Commander-in-Chief.

His Excellency
SIR JOHN BOWRING, L.L.D.,
Her Majesty's Superintendent of Trade in China, Hongkong.

FOREIGN OFFICE, *24th November*, 1858.

MY LORDS,—I have the honour to acquaint Your Lord-ships, that I have been informed that certain British Merchants in China contemplate the immediate despatch to Japan of Vessels laden partly with Goods which, even if the Treaty were ratified, and the trade duly opened, could not legally be imported into Japan.

Her Majesty's Government would much regret that the commencement of British intercourse with Japan should be signalized by acts of smuggling and other illegality or violence on the part of British Subjects, which although they might for the moment be pecuniarily beneficial to the parties concerned in them, would tend to check the dispositions of the Japanese Government to enter into friendly intercourse with this country, to paralyze legitimate trade, and to impress the people and Government of Japan with an unfavourable opinion of the British character, which would require a long time to efface.

At all events, it is the duty of Her Majesty's Government to do their utmost to avert any such evil consequences, and I have accordingly to request Your Lordships by to-morrow's Mail, to send Instructions to Sir M. Seymour, at once to despatch to Jeddo a Ship of adequate force, and to instruct the Commander of such Ship to inform the Japanese Government that Her Majesty's Government are not privy to any British Subjects carrying on any illicit trade with Japan, if such should be attempted either before or after the exchange of the ratifications of the Treaty; but that Her Majesty's Government highly disapproving of such conduct, will not extend their protection to any British Subjects, who may violate the laws of Japan.

The British commanding officer in Japan should also warn the Masters of any British Ships so trading, that they will not be protected from the effects of any such illegal proceedings on their part.

It might also be desirable that Sir M. Seymour should, in the manner which he may judge most suitable, make known to British Subjects in the Chinese Ports and at Hongkong, the course prescribed to Her Majesty's Naval Force in Jap}
—I have, &c.,

(Signed,) MALMESBURY.

The LORDS COMMISSIONERS OF ADMIRALTY.

True Copies,

P. J. HUGHES.

WE have heard that M. Shonbrun, the Pianiste, mentioned in our last issue, has met with sufficient encouragement to induce him to give a concert soon after the departure of the next Steamer. Some gentlemen, Amateurs, have kindly promised their assistance, and the use of the New Theatre Royal has been graciously tendered to him. We have reason to believe that M. Shonbrun's *soirée* will be highly pleasing, and shall be disappointed if he does not leave on the minds of his audience, a more favorable impression than the clap-trap performances of Martin Simonsen.

SHANGHAI, 8*th February*, 1859.

To the Editor of the
NORTH-CHINA HERALD.

DEAR SIR,—Some weeks ago, having just arrived here from Hongkong in the P. & O. Company's steamer *Aden* I expressed through the medium of your valuable columns, the favourable opinion which I had formed of that vessel. The highly eulogistic tone of my remarks attracted. I have since learned, some attention in Shanghai, and my letter has been ascribed to one or other of two very harmless, unpretending gentlemen, who were my fellow passengers during the voyage in question. One of these has feelingly described to me, the confusion and embarrassment under which, being in my secret, he has often laboured, when assailed by *soi-disant* connoisseurs respecting the quality of the P. & O. Company's wines, or cross-examined by nautical smatterers regarding the nature of "cross-chopping seas," or the peculiar construction of "Grasshopper Engines." This, however, by the way. I have again made a passage hither from Hongkong, having arrived at Woosung last Sunday in the *Formosa*, after. I am sorry to say, an extremely long and tedious passage of upwards of eight days. The weather, I of course heard called, "the very worst we have yet experienced on this coast," but for my own part, I have frequently *ere* this witnessed heavier gales in the China Sea, and can only attribute the length of the *Formosa's* last run (or crawl) to her inferior qualities as a steamer, and to the suicidal policy pursued by the P. & O. Company in not allowing their vessels to work up to *full* steam. The concurrent experience of all Engineers is against this system; and as it effects no saving of fuel, whilst it keeps the Boilers in use for a greater length of time than would otherwise be requisite, I am at a loss to understand the reasons of the Company for so persistently pursuing it. Doubtless they conceive it to be to their advantage to work their vessels under short steam; but even if they do derive benefit from the practice, they should not on that account lose sight of what is due to a Community from whose trade and enterprize they earn most material gains.—I am, Dear sir, yours faithfully,

A FREQUENT COASTER.

DRAINAGE.

To the Editor of the
NORTH-CHINA HERALD.

MR. EDITOR,—Through the columns of your "Herald," I beg to call the attention of the *New Municipal Council* to the necessity of adopting some measures to make and keep dry certain parts of our "Model Settlement." During the last three years, a great deal has been accomplished, and the roads now are good, comparatively speaking; yet certain quarters are, and must continue to be, very bad,—except in extremely dry weather,—unless one of two things is done; either the roads must be raised a foot or more above their present level; or, what will practically amount to the same thing in its results, *drains*, clear and free at all times, must be opened.

I need not trouble your local readers with a long note on this patent matter. Every pedestrian, in Shanghai, knows how "horribly muddy" some of our roads have been, during the late rains. In many places the ground is covered with water whenever there is a heavy shower or continued rain, and there on the surface it remains stagnant, for days or weeks to evaporate and fill the surrounding regions with deadly miasma. This ought not so to be, either on the roads, or on the grounds that are enclosed if due regard is to be had to the health of the resident community.

It is not for me to suggest what here may be the best *system of drainage*; but within such narrow limits—between the Soochow creek on the one side, and the Yang-king Pang on the other, with the River in front, surely drains, great or small, by private or public means, may easily be opened and kept open in every direction, so that, even in the most rainy seasons, no water shall accumulate or stand stagnant in any part of the settlement.

Every road should have its drain, and the sooner this work is *begun* the better—so far at least as personal health is concerned. Such is the opinion, of the public's well-wisher,

VIATOR.

Shanghai, February 8th, 1859.

THE NINGPO HOSPITAL.

To the Editor of the
NORTH-CHINA HERALD.

SIR,—Permit me to say a few words in reply to the letter of "A Subscriber" contained in your paper for January 22nd.

It is true, as that writer states, the handsome sum of Nine Hundred and Fifty taels was subscribed at Shanghai, and I intended to acknowledge the same in your paper long ago, but the delay will scarcely be thought sufficient, by most of your readers, to justify his ill-judged remarks, when it is known that Members of the Shanghai Community frequently come to this place, and

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all of them who have visited the Ningpo Hospital have spoken very favorably of it, and especially as "A Subscriber" might have obtained any information he may desire by writing to myself or any respectable foreign resident at this port. And although local causes prevented the liberal subscription of the Shanghai Merchants the liberal subscription of the Shanghai Merchants being noticed in your paper before this time it has been mentioned in two home papers, viz: the *Glasgow Guardian*, and the *Chinese Missionary Gleaner*.

It will be seen from the accompanying Circular which has been lying prepared in my desk for weeks, that the Hospital is finished, and I may here add has cost including the site, more than double the sum of both the Shanghai and Ningpo subscriptions. (Two wings have been added since the main building was erected.) It may be well to remind "A Subscriber" that the Hospital is entirely supported from the proceeds of my practice among the few foreigners residing there, and to state also, that the larger part of the funds expended in erecting it has been derived from the same source.

The Hospital, excepting out-house, some of which are not yet finished, consists of a main building seventy feet long facing the river, two wings, a Chapel and Dispensary, containing in all, fifteen apartments, viz.—one large ward and seven rooms, exclusively for Chinese patients, a room for the Chinaman who acts as clerk to the Hospital, an operating-room, a laboratory, a surgery, a consulting-room, the Chapel, and one room to receive an occasional foreign patient. Although the Hospital has been open only a few months, there have already been treated in its wards *One hundred and thirty eight in-door Chinese patients*. *Twenty two* are at pre-ent under treatment. (During the same time *three foreign sailors* have been received into the room reserved for such patients)

I hope the above statements will be satisfactory as they contain full, "information regarding the extent to which the Hospital is used for foreign, and private purposes, and how far for the benefit of the Chinese."

In conclusion, if any of the foreigners residing at Shanghai, continue interested in my efforts for the good of the Chinese, and if they can be induced to visit the Ningpo Hospital and judge for themselves I will gladly show them the premises, and fully explain my arrangements.

I am, Dear sir, yours truly,

W. P.

Ningpo, January 1st, 1859.

To THE SUBSCRIBERS TO THE NINGPO HOSPITAL.

GENTLEMEN,—The undersigned in returning thanks to all who generously aided him by subscribing to the above named institution desires to render special thanks to Messrs. Which and Hollingworth who brought his efforts to establish an Hospital at this port to the notice of the Shanghai Foreign Community.

Substantial and commodious buildings have been erected and are now nearly filled with patients. The Dispensary was opened in April last and is attended by considerable numbers of sick, some of whom come great distances. The daily services in the little Chapel attached to the Hospital are conducted by protestant Missionaries of all the denominations at Ningpo.

It will be gratifying to the Subscribers to learn that the whole expense of the main building was defrayed by their subscriptions. The wings, dispensary, and Chapel were built by other funds.

P.S.—When this Circular was written it was intended to accompany it with a list of the Subscribers names, &c. That is unnecessary now.

Gentlemen, I remains, yours &c.,

W. PARKER.

January 1st, 1859.

HANG-CHOW.

SHANGHAE, *0th February*, 1859.

To the Editor of the

NORTH-CHINA HERALD.

SIR,—The following remarks on Hang-chau Bay and Estuary, the Tseen-tang river and Hang-chow, the result of a trip just made to these places, may not be unwelcome to some of your readers.

The novelty of the excursion consisted in its being performed in a British owned yacht, the first foreign owned craft, I believe, that ever ascended the Bay higher than Tseen-shan, a point about 20 miles above Cha-poo.

Of the Bay at Tseen-shan, the Admiralty "China Pilot" says—"It was in this neighbourhood that the H. E. I. C. steamer *Phlegethon* experienced a tide of 11½ knots at springs and 8 at neaps;" and where, according to Capt. Collinson, "although the steamer had an anchor down with a whole cable,—having previously lost an anchor and cable when she endeavoured to bring up,—and was under her full power of steam with her sails set, she was still driving."

The yacht was provided with an English anchor and a grapnel which her owner, (who with myself formed the party on this trip) had always found sufficient elsewhere; but the known rapidity of the Bay tides induced us to take in another English anchor of equal size at Ningpo.

We reached Cha-poo during the night of the 16th and Kan-poo in the forenoon of the 17th. So far, we had been brought by a pilot engaged in the Ningpo river. Here, however, just where the really difficult part of the navigation begins, his heart failed him. By the following morning, we had engaged another native of Kan-poo; but he, on viewing the English anchors and grapnel, declared he could not start with them, but must first take in a Chinese grapnel. We hardly knew whether to regard this as superior local knowledge or "Chinese prejudice," but rather inclined to the latter opinion. We argued that British vessels anchored in all parts of the world with anchoring instruments such as these were provided with and must surely, by this time, have found out their effective. Why, of course "Britannia rules, &c., &c.," and "the battle and the breeze, &c., &c.;" and so we dismissed both boats and, resolving "not to be humbugged," started with our yacht's own crew,—who, not liking the circumstances, manned to ground us at once. We were relieved from the difficult position that this passive resistance placed us in, by the master of an English owned conveying vessel which had come up as far as Kan-poo. He very obligingly furnished us with a pilot in the person of his Chinese steersman, a man who had often conveyed fish from the Chusan islands to Hang-chow,—and who came on board with a large Chinese grapnel.

I may at once state that we found, by special experiments, that this grapnel is indispensable in the Tseen-tang Estuary. When off Hae-ning, on our return, we tried the English anchor and found the yacht going quickly astern in a neap tide of 8 knots an hour. When the Chinese grapnel was dropped, it brought us up at once. We then weighed it and dropped the English grapnel, but it grated over the ground at the rate of one or two knots an hour; while the Chinese grapnel, again dropped, again brought us up instantly. The bottom consists of a dark dun coloured mixture of mud and sand so firm as to resist even the very strong tides that sweep constantly over it. The Chinese grapnel which penetrates this, is the long shanked four pronged one, resembling four (Dartford) fish-hooks placed back to back. We learnt that in constructing them, it is absolutely necessary that the prong or receiving portion, should be made to stand at one particular angle with the shank. This angle seemed to be about 30 degrees.

We anchored off Hang-chow in the afternoon of the 19th, and remained there till the afternoon of the 21st. We then started up the river and proceeded, in the yacht, as far as Tung-loo, a district city situated 60 miles above Hang-chow. In a native boat, we went about 20 miles further, through the pass called Teeih-le-lung, the southern or farthest end of which was our turning point. We reached Hang-chow again in the afternoon of the 27th, remained two days there, and then starting, reached Cha-poo again on the 31st.

The country drained by the Tseen-tang and its tributaries, consisting of nearly one third of the province of Che-keang and a portion of Ganhwuy, must about equal Belgium in extent. The body of water which the river pours into the sea is consequently large; while the mountainous character of the country it drains gives it several of the characteristics of a torrent. We found all the houses on its banks to have a second story and on enquiring into the cause of this unusual addition to a Chinese dwelling, learnt that the ground floors were frequently flooded; yet these ground floors were everywhere 15 to 25 feet above the then level of the water. And to these features its rapid tides and its bore, where it widens into an estuary, and you have, perhaps, the most peculiar river on the world of anything like the same magnitude

I will now endeavour to describe, more in detail, that portion which we saw, commencing with the highest point we reached, viz., the southern end of the Teeih-le-lung pass.

The river is there about 200 yards wide and is deep and clear. It maintains this shape to the lower end of the pass. The latter is 11 or 12 miles in length and is formed by an unbroken chain of mountains rising immediately from the water on each side. The peaks nearest to the water varied in height, some below the pass, and sends down a torrent to swell the water of the river. At such places,—they are not more than 5 or 6 in number,—sufficient level ground is found for a small village.

Vessels descending the river scull down on the right side, while vessels ascending are tracked by men on a path that winds picturesquely along the steeps of the left bank at heights of 20 or 30 to 50 or 60 feet above the water. Each tracker has a string to himself of 100 to 150 yards long. We occasionally saw half a dozen of such tracking strings reaching from the mast-head of one vessel to as many trackers on the path.

At the lower end of the pass, the mountains recede on each side leaving a plain, through which the river flows for the first two miles in two channels, separated by a long low sand bank. Throughout this portion of its course, it was rapid and shallow, frequently not more than 3 or 4 feet deep.

About ten miles below the pass lies, on the left bank, the district city of Tung-loo on a small plain surrounded by mountains, which, here again, close up to the edge of the stream and through which the Seang-ke, one of the most considerable tributaries of the latter, forces its way. Tung-loo lies in the upper angle formed by the junction of the branch. Immediately on the lower angle rises almost precipitously from the edge of the two streams, a hill of five or six hundred feet high, which in Europe would have been crowned by a feudal stronghold. It is here occupied by a temple, from the terrace of which one of the finest prospects was obtained that either myself or fellow traveller remembered to have enjoyed.

Above Tung-loo the current perceptibly increased here, partly owing to the tributary just mentioned, and partly from the influence of the tides, which tell as high up as this point. Higher than this, sea going craft of 4 feet draft cannot well proceed; but from Tung-loo till within a mile of Hang-chow, we had soundings of 3 and 4 and 7 and 8 fathoms; while the banks on both sides of the river gradually increases from 3 or 4 hundred yards at Tung-loo to upwards of a thousand as it approaches Hang-chow, or rather the long suburb of Hang-chow called Keang-kow and which extends for some three miles along the left bank.

It is in front of this suburb that the Tseen-tang changes its character from that of river to an Estuary. From deep, it becomes shallow, and its width increases three-fold only a little below Keang-kow, getting gradually greater as it approaches the sea until, at Tseen-shan (see above) the shores recede so far from each other that the Estuary may be said to end and the Bay to commence in the same sense as we here speak of the soundings with the ordinary bottom of the coast.

Immediately at the back of the suburb of Keang-kow, hills rise to the height of ten or twelve hundred feet, but from that place to Tseen-shan, a distance of 60 miles, the country on the left of the estuary is perfectly flat,—is in fact a portion of the southern extremity of the Kang-soo plain. At Tseen-shan begins a group of those detached hills that form a marked feature of that plain, rising out of it like islands out of the sea. This group lines the northern shore of the Bay for about 12 miles; and between two of the more easterly of the hills lie the harbor and city of Kan-poo. From these Kan-poo hills to those of Cha-poo, a distance of 13 miles, the northern shore of the Bay is again perfectly flat.

The country on the south of the Estuary is also a dead flat in its immediate vicinity, but hills and mountains are seen inland. From this southern side, one considerable river, the Tsaou-go, with several smaller feeders higher up, falls into the Estuary.

But a marked peculiarity of the whole region is that the artificial embankments which, together with the Kan-poo and Cha-poo hills, line the northern shore of the Estuary and the Bay from Hang-chow to the Yang-tsze Cape, a distance of 100 miles,—these embankments and hills form a watershed, and a watershed too, between rivers of no less magnitude than that I have proceeded to describe, and the Great River itself. The rain that falls on the inner slopes of those embankments and hills does not run into the estuary at a few yards distance, but into the heads of so called canals, but which are really sluggish rivers, that flow slowly northward, and draining the plains, form tributaries of the Shanghae river, and the Great River estuary. Thus the rain which falls on the hills in the city of Hang-chow does not find its way to the ocean by means of the broad estuary, which these hills immediately overlook, but, through the Grand Canal, by way of the Woosung and the Great River.

So far as I could ascertain from observation and enquiry, the Hang-chow estuary, as I have defined its limits (i. e. the sixty miles between Hang-chow and Tseen-shan) is the scene of the "bore." The tidal wave would appear to "break" when it encounters the shallows at Tseen-shan, from whence it rushes up the estuary as a wall of water. This obtains its greatest height in the vicinity of Hae-ning,—a district city on the northern shore about 10 or 12 miles above Tseenshan,—from whence it gradually decreases in height till it passes Hang-chow, more than 20 miles it altogether disappears. The best view of the bore is obtainable from the Hae-ning pagoda, which stands just inside of the embankment. It is, however, to be borne in mind by excursionists, that at neaps there is usually no bore at all. During the springs, on the other hand, the flood makes past Hae-ning with a perpendicular wall of 10 to 15 feet high, and with a velocity of 12 miles an hour. No vessels can encounter this body of water. Ordinary breakers are ridges which have a back as well as a front and *through* which a buoyant craft may go, rising again, though shipping some of water. But this breaker has no *other* side: the water which heeds it is higher than itself. It is simply the abrupt front of an immense fluid plain which keeps moving up the estuary for six hours in constantly increasing height.

The consequence is that no vessels can lie at or near Hae-ning about the time of the springs. On coming down, we lay there during the neap floods, but the people on shore said that, a few days later, neither our yacht nor any of the numerous native craft which were lying under the embankment would be able to remain.

These native craft were all discharging faggots and charcoal, which they had brought down from the upper valleys of the Tseen-tang, and which was all going to Shanghae, by means of a (canal or) river about half a mile inside of the embankment.

This embankment, for many miles above and below Hae-ning, rises about 20 feet above low water, is faced with stone, and is nearly perpendicular. The facing stones are, however, placed *from* 4 to 6 inches, one back from the other, thus forming a steep stair that is habitually used as such by the boat people.

The river craft which venture so far down the Estuary have got high peaked bows and stems; the latter being highest, to prevent the craft being forced stern foremost under the water when she is driven backward and her bows thrown up by such height of bore as her crew ventures to encounter.

On the approach of the bore, all craft get under weigh and proceed to meet it, bows on,—keeping the same time in the deepest part of the channel. Where the bore is of lesser height, it will advance up the deepest part in the shape of a steep wave, while it is a perpendicular breaker on the adjacent shallows. In the above operation, in having the proper description of grapnel, and in taking care, at full springs, not to be caught at all by the bore for many miles above and below Hae-ning appears to lie the peculiar art of navigating the Hang-chow Estuary.

We went up during the highest spring tides. Consequently, although there was a good wind on our favor, our pilot insisted on anchoring below Tseen-shan till after the flood had made and he knew the bore had formed and gone on ahead of us. He then lifted anchor, and pushed on diligently during the whole of that flood and as much of the succeeding ebb as a gradually failing wind enabled us to stem. We then anchored about 25 or 30 miles above Hae-ning, a position in which we "did" the bore of the next flood at them, sick or inconvenience. We first saw it, as a white line across the estuary, at the distance of several miles and heard its roar distinctly two, or three miles off. It passed us as a breaker of three or four feet high, running at the rate of 10 or 12 miles an hour, and scaring away large flocks of duck and geese before it. The total rise of the tide within the hour and below Hae-ning appears to be

THE following Notice, important to persons going home, has been issued at Southampton by order of the Hon'ble The Board of Customs.

NOTICE TO PASSENGERS.

By Order of

HONOURABLE COMMISSIONERS OF CUSTOMS.

A Clerk is in attendance in the Baggage Warehouse to receive Customs' Duties on Articles subject thereto, brought by Passengers with their Baggage.

No Charge is made by the Customs for receiving these Duties; and Passengers, if so inclined, may pay them and pass their effects without the intervention of an Agent.

Custom House, Southampton,
October, 1858.

Hydrographic Notice.
[No. 1.]
CHINA.

EAST COAST; CHUSAN ARCHIPELAGO.

All bearings are Magnetic. Variation 1° West in 1858.

The following description of the danger on which the British ship *Cairnsmore* was lately wrecked, has just been received by the Admiralty from Lieut. J. Ward, R.N., commanding H. M. Steam Yacht *Emperor*.

CAIRNSMORE ROCK.—This dangerous pinnacle rock, not more than thirty or forty feet in diameter, rises almost perpendicularly from soundings of 12 fathoms at about 2¼ miles to the eastward of the east end of Raffles island, in the northern part of the Chusan Archipelago.

The precise depth on the pinnacle could not be ascertained, as the wreck, with her foremast standing, at present, quite covers it, but not more than 11 feet will be found over it at low water springs.

The position of the rock is in lat. 30° 42′ 10″ N., long. 122° 34′ 40″ E., and from it the south-east point of Sonhouse Island bears South; a small rugged rock lying close to the south-east point of Raffles Island, and in line with the point, S.W. by W. ½ W.; and the northern rock of the group lying off the north part of Chesney island, N.W. by W. ½ W.*

CAUTION.—Vessels navigating the channel between the Saddle group and Raffles island are cautioned for the future to keep well over towards the Saddle islands to avoid the above danger, as the lead will give no warning when approaching it. In sailing north, when the Bit rock opens south of the South Saddle they will be to the northward of the Cairnsmore; and in sailing south, when the same rock opens north of the South Saddle they will be to the southward.

Hydrographic Office, Admiralty, London,
16th September, 1858.

* See Admiralty Chart, East coast, Sheet viii., Hieshan Isles to the Yang-tsze-kiang. Including the Chusan Islands, on which the above danger is marked. No. 1,199; scale, d = 15 inches.

SHANGHAE LIBRARY.

List of Books received this Mail.

225—Curiosities of Science.
226—Chinese Pilot.
365—Oulita the Serf, a Tragedy.
384—Rawlinson's Herodotus, 3rd vol.
695—Kaye's Life of Lord Metcalfe, 2 vol., 1858.
694—Ferrier, (J. P.), History of the Afghans, 1858.
695—Freer, (Miss). Henry III., King of France, His Court and Times, 3 vols., 1858.
1223—New York to Delhi, Minturn, 1858.
1224—Mühlhausen's Journey to the Pacific, 2 vols., 1858
1225—King, The Italian Valleys of the Alps, 1858.
1226—Ellis, (Revd. W.), Visits to Madagascar, 1858.
1227—Creoles and Coolies, or Five Years in Mauritius, 1859.
1842—The Master of the Hounds, by Scrutator, 3 vols., 1859.
2313—Brimley, (George), Essays, 1858.
2314—Carlyle, (Thos.), Translations from the German of Museus, Tieck and Richter, 1858.
2315—Carlyle, (Thos.), Translation of Goethe's, "Wilhelm Meister," 2 vols., 1858.
2316—The Scouring of the White Horse, 1859. Reviews, Magazines, Journals, &c. Annuaire des Deux Mondes, &c., &c.

Shanghae, 8th February, 1859.

ADVERTISEMENTS.

ABRAHAM HOWARD,
Ship Broker, General Commission Agent, and Auctioneer of Damaged Goods.
SHANGHAE.
Barrier Road, corner of North Gate Street.
Shanghae, 10th August, 1858.

G. H. PINDER & CO.,
HYDRAULIC & MECHANICAL ENGINEERS, SHIPWRIGHTS, &c., &c.
Coppersmith's & Blacksmith's work, and Brass casting promptly executed.
NEAR THE FIRST DRY DOCK.
HONGKUE.

F. P. WEBB.
GENERAL AUCTIONEER AND COMMISSION AGENT.
SHANGHAE.
1st June, 1858.

J. S. BARON.
Bread and Biscuit Baker, Confectioner and Pastry Cook.
SHANGHAI.
China Flour Kiln-Dried and put up in Barrels at a moderate rate.
BISCUITS RE-FIRED.
Premises opposite the FRENCH CONSULATE next DOOR to Messrs. MCKENZIE & Co.
N. B.—*Always on hand all kinds of Fancy Lemon, Ginger, and Butter Biscuits, &c.*

SAEKEE & CO.,
Yang-king-pang Street, three doors from Messrs. H. FOGG & Co.
HAS FOR SALE AT LOW PRICES, WHOLESALE AND RETAIL.
Silks, Satins, new pattern Gauzes, Crapes, Embroideries, Nankeens, Sarsnets, Pongees and every description of Silk Piece-goods of Soo-chow Manufacture.
ALSO,
Lacquered-ware, Grass Cloth, Ivory Carvings, &c., &c., &c.
AND,
Champagne and other Wines.

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Colonial Newspaper & Commission Agents.
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NEWSPAPERS, BOOKS, TYPE, INK, PRESSES, CORRESPONDENT'S LETTERS,
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ADVERTISEMENTS.

APPETITE AND DIGESTION IMPROVED
BY
LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE imparts the most exquisite relish to every variety of Dish, and, by its tonic and invigorating properties, enables the Stomach to perfectly digest the food. The habitual use of this Sauce has been found most conducive to health.
Sold by the principal dealers in Sauces universally. Wholesale and for exportation by the Proprietors, LEA & PERRINS, 68, Broad Street, Worcester, and 19, Fenchurch Street, London. Also by CROSSE & BLACKWELL, and other Oilmen and Merchants, London

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE	VESSELS.	FLAG & RIG.	TONS.	CAPTAIN.	FROM	SAILED	CARGO.	CONSIGNEES.
Feb 5	Welcome	B. bark	387	Schwalky	Singapore	Dec 11	Sundries	Bower, Hanbury and Co
.. 6	Augusta Aurora	Da. bk	276	Schmieglow	Amoy		do	Wetmore, Williams & Co
.. 6	Formosa	B. str.	750	Brown	Hongkong*	Jan 30	Op. &c.	E. Warden, P. & O. Agent
.. 9	Vindex	B. schr	179	Morice	Japan	Feb 5	Sundries	Dent and Co

* With Mails.

DEPARTURES
From Woosung.

DATE.	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION	CARGO.	DESPATCHED BY
Feb 5	Betty	Swe. bq	260	Helmberg	Sydney	Tea&Sun.	Bower, Hanbury and Co
.. 6	Yang-tsze	A. str.	700	Dearborn	Hongkong	Ballast	Dent and Co
.. 6	Wanderer	A. schr	182	King	Japan	do	Augustine, Heard and Co
.. 7	Aden	B. str.	812	Bernard	Hongkong*	Tea &Silk	E. Warden, P. and O. Agent
.. 8	Cruiser [H.M. sc-st sl			Byrlseea	Hongkong		
.. 9	Fanny Kirchner	Old. bk	568	Block	Swatow	Sundries	Wm. Pustau and Co
.. 10	Golden City	A. ship	810	Seary	Hongkong	Ballast	Russell and Co

* With Mails.

SHIPPING IN HARBOUR
And at Woosung.

MERCHANT VESSELS.

VESSELS.	Date of Arrival	FLAG & RIG.	Tons	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
Amiral Baudin	Nov 13	Fr. bk	502	Forestier	Rémi, Schmidt et Cie		
Anglo Saxon	Jan 26	B. ship	693	Laird	Reiss & Co.		
Aramingo	Jan 31	A. ship	716	Cassam	W. R. Adamson and Co		
Augusta Aurora	Feb 5	Da. bk	270	Schmieglow	Wetmore, Williams and Co		
Beverley	Jan 24	B. bark	367	Carter	A. R. Tilby	Swatow	Early
Black River Packet	July 21	B. bark	264	Dick	A. R. Tilby		
Bride of the Seas	Nov 5	B. ship	516	Donald	Russell and Co	Nagasaki	Imdt.
Carnatic	Sept 22	B. ship	510	Patterson	Smith, Kennedy and Co	London	Early
Claro	Jan 6	B. bark	400	Sheen	Smith, Kennedy and Co		
Cohota	Jan 22	A. ship	600	Day	Augustine Heard and Co		
Conradine Lackmann	Feb 3	Ha. bk	360	Quedens	Wm. Pustau and Co	Hkong& W'poo	15th inst
Earl of Windsor	Oct 3	B. ship	739	Brown	Jardine, Matheson and Co		
Eastern Star	Sept 30	A. ship	1017	Jones	Wm. Pustau and Co		
Elizabeth Ann	Nov 6	B. ship	562	Parsons	Jardine, Matheson and Co		
Euphrates	Jan 18	B. bark	450	McKellar	W. R. Adamson and Co		
Formosa	Feb 6	B. str.	750	Browne	E. Warden, P. and O. Agent	Hongkong	20th inst*
George & Henry	Feb 2	Ha. bk	338	Peters	Harkort and Co	Swatow	
Ghuera	Aug 16	B. bark	301	Black	Turner and Co		
Glengariff	Feb 2	B. bark	404	Webster	Siemssen and Co		
Harvest Home	Dec 7	B. bark	436	Wright	Turner and Co	Amoy	
Henry Ellis	Feb 1	B. ship	412	Elmstone	David Sassoon Sons and Co	Japan	Early
Indien	Nov 12	Fr. ship	703	Bourdane	Rémi, Schmidt et Cie		
Jacob & Anna	Jan 31	Dutch	248	Petersen	Wm. Pustau and Co	Nagasaki	Imdt.
John Ritson	Feb 1	B. ship	508	Matches	A. R. Tilby		
Judith	Dec 25	A. ship	993	Brown	Siemssen and Co		
Kangaroo	July 7	B. ship	377	Robinson	Smith, Kennedy and Co		
Kate Kearney	Jan 24	B. bark	417	Gill	Lindsay and Co		
Livingston	Dec 9	B. ship	535	Pryan	Bower, Hanbury and Co	Swatow	
Malay	Jan 19	A. ship	808	Wilcomb	Augustine Heard and Co	New York	Early
Meadera	Aug 23	B. brig	218	Dobie	A. R. Tilby		
Menelus	Nov 25	A. ship	809	Williamson	Shaw, Bland and Co		
Meteor	Feb 28	B. str.	136	Macdonald	Captain		
Minna	Jan 30	A. schr	299	Smith	Russell and Co		
Nymph	Feb 1	A. bark	468	Price	Olyphant and Co		
Ora	Jan 21	Ha. bg	149	Peters	Siemssen and Co	Fuchau	20th inst
Oscar Vidal	Dec 15	Ha. sh	740	Benz	Siemssen and Co	Hongkong	
Queen of the North	Nov 4	B. ship	908	Rapson	Bower, Hanbury and Co		
Rémi	Oct 26	B. str	322	Laen	Rémi, Schmidt et Cie		
Romance of the Seas	Sept 22	A. ship	1781	Caldwell	Wetmore, Williams and Co	New York	Early
Sea Nymph	Jan 29	B. bark	464	Murwick	Smith, Kennedy and Co		
Sir W. F. Williams	Dec 18	B. ship	867	Rees	Shaw, Bland and Co	London	
Snow Squall	Jan 3	A. ship	742	Loyd	Ulliet and Co	New York	
Solomon Family	June 13	B. ship	750		Dent and Co		
Spirit of the Deep	Nov 20	B. ship	620	Hewitt	W. R. Adamson and Co		
Syrian	Jan 24	B. bark	228	Hodgeton	A. R. Tilby		
Taymouth Castle	Dec 27	B. ship	682	King	Dent and Co	London	
Teodora	Jan 20	Sp. bk.	218	Zobaron	P. Loureiro		
Tung Yu	Jan 13	B. ship	1136	Taylor	Shaw, Bland and Co		
Ursula	Jan 26	A. bark	406	Turner	Russell and Co		
Vindex	B. schr	Feb 9	179	Morice	Dent and Co		
Welcome	Feb 5	B. bark	387	Schwalky	Bower, Hanbury and Co		
Westburn	Dec 27	B. ship	993	Brown	Gibb, Livingston and Co	London	Early
Woodville	Dec 9	B. bark	361	Bowen	W. R. Adamson and Co		
Young Mechanic	Feb 2	A. ship	1376	Amsbury	Wm. Hargreaves		

54 Merchant Vels.

* At daylight, with the Mails for Europe.

SHIPS OF WAR IN HARBOUR & AT WOOSUNG.

NAMES	CLASS	GUNS	TONS	CREW	COMMANDER	HORSE-POWER
Actæon	H M frigate	26	..	167	John Ward	..
Highflyer	H M se-at corvt	21	..	240	C F A Shadwell, C B	230
Lee (82)	H M gunboat,	8	..	60	W. H. Jones	60
Opossum (94)	H M gun-boat	3	..	37	C. J. Balfour	60

RECEIVING SHIPS—*AT WOOSUNG.*

VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	OWNERS.
Ann Welsh	B. bark	341	Endicott	Augustine Heard and Co.
Ariel	B. ship	597	Keppell	P. F. Cama and Co
Emily Jane	B. ship	427	Vincent	Dent and Co.
Folkstone	B. ship	406		Jardine, Matheson and Co.
Lady Hayes	B. bark	384	Baylis	Jardine, Matheson and Co.
Swallow	B. bark	343	Henderson	Lindsay and Co.
Wellington	B. bark	472	Bennett	David Sassoon, Sons and Co

VESSELS EXPECTED.

From *London*—Neville, 2d Dec.
Liverpool—Cambulu, 9th Oct.; Bacchante, 29th do.; Invincible, 1st Nov.; and Crest of the Wave, 23d do.
Gravesend—New Era, 11th Sept.; and Ziba, 11th Oct.
Dret—Heroes of Alma, 5th Sept.
Plymouth—Southern Belle, 26th Augt.
Sunderland—Berwick Walls, and Shan-tung, 26th Sept.

ARRIVAL OF THE MAILS.

	Jany.	*Feby.*	*March*	*April*	*May*	*June*	*July*	*Augt.*	*Sept.*	*Oct.*	*Nov.*	*Dec.*
1850	7	13	6	5	3 & 24	24	24	15	28	22	24	29
1851	none	1	7	2	1 & 30	24	26	17	28	31	none	3
1852	6	9	2	27	19	18	15	14	13	26	19	24
1853	Monthly	26	20	19	19	30	20	27	17	18	22	24	22
	bi-monthly	—	—	—	10	3 & 30	none	3 & 29	none	9 & 28	none	10	20
1854	Monthly	26	25	none	11 & 26	17	22	15	17	25	27	28	none
	bi-monthly	13	7	9	5	12	8	6	4	3 & 28	none	18	22
1855	Monthly	16	none	5	none	—	—	—	—	—	—	—	—
	bi-monthly	16	8	11	13	5	4	2	5	4	4	8	13
1856	Monthly	11	8	19	9	7	1	3	3 & 6	7	8	12	9 & 10
	bi-monthly	—	—	—	—	21	23	21	15	25	26	27	none
1857	Monthly	5	11	5	7	6 & 30	21	14 & 27	—	1 & 29	—	3 & 30	—
	bi-monthly	—	2 & 25	—	2 & 25	21	—	14	12	18	25	24	—
1858	Monthly	3	16	8	5	2 & 28	24	13	12	25	31	—	1
	bi-monthly	1 & 25		24	—	2 & 12	12	28	25	16	17	17	17
1859	Monthly	1	6	—	—	—	—	—	—	—	—	—	—
	bi-monthly	21	—	—	—	—	—	—	—	—	—	—	—

COMPARATIVE STATEMENT *of the* EXPORT *of* TEA *and* SILK *from* SHANGHAI.

Year ending 30th June.	*Total Black*	*Total Green*	TEA *Total Pounds*	SILK *Total Bales*
1844-45			3,860,027	6,431
1845-46			12,439,988	18,192
1846-47			12,491,140	15,272
1847-48			15,711,142	21,176
1848-49			18,303,071	18,134
1849-50			22,363,370	15,237
1850-51			36,722,440	17,213
1851-52			37,675,000	26,621
1852-53			69,131,000	28,076
1853-54			50,343,447	58,319
1854-55	45,385,816	31,855,129	80,221,345	53,065
1855-56	29,115,273	30,184,695	59,299,968	57,163 *
1856-57	12,470,686	28,443,704	40,914,390	92,160 *
1857-58	23,978,114	25,988,527	51,317,003	66,391

TO GREAT BRITAIN. *(direct).* HONGKONG *and* PORTS BEYOND. TO THE UNITED STATES.

Year ending 30th June.	*Black Tea*	*Green Tea*	TEA *Total Lbs.*	SILK *Total Bales*	*Black Tea*	*Green Tea*	TEA *Total Lbs.*	SILK *Total Bales*
1847-48			11,372,141	19,117	226,636	1,511,151	1,740,787	
1848-49			12,310,363	15,913	616,257	2,370,073	2,986,332	25
1849-50			13,867,197	13,162	1,618,829	3,974,879	5,593,708	413
1850-51			21,687,816	15,325	2,751,899	7,516,611	11,068,510	1,890
1851-52			31,225,000	20,337	3,690,000	11,100,000	18,909,000	298
1852-53			38,664,100	24,903	3,921,700	19,965,600	22,999,300	334
1853-54			29,856,188	53,183	2,118,200	13,581,200	16,702,100	1,074
1854-55	39,386,059	10,428,036	50,041,095	53,965	1,154,573	22,584,568	23,738,841	
1855-56	24,668,430	8,543,424	33,211,851	56,275	289,142	20,650,537	20,939,979	1,188
1856-57	10,607,084	10,791,487	21,401,371	90,523	381,553	16,886,572	17,268,125	1,637
1857-58	22,415,292	7,212,648	29,627,940	65,740	315,303	17,625,866	17,941,169	1,609

EXPORT *of* TEA *and* SILK *from* SHANGHAI, *from* 1st *July*, 1857, *to* 30th *June*, 1858.

DESTINATION.	BLACK TEA Lbs.	GREEN TEA Lbs.	TEA. Total Lbs.	SILK Total Bales
To UNITED STATES,	315,393	17,625,806	17,941,199	1,609
GREAT BRITAIN, *direct and Coastwise*	23,042,068	7,188,875	30,231,943	65,685*
AUSTRALIA,			852,393	
COASTWISE,	413,111	733,297	1,146,411	
CONTINENT,			497,969	98
NORTH AMERICAN COLONIES,	43,914	309,122	753,036	
SAN FRANCISCO,	83,681	42,973	126,654	
MANILA,	64,247	72,775	137,022	
Total	23,993,269	25,972,950	51,317,177	67,391

* Includes 6,478 bales Thrown, 361 Coarse, and 366 Waste.

EXPORT *of* TEA *and* SILK *from* SHANGHAI *to* GREAT BRITAIN, *(direct)*, *From* 1st *July*, 1858, *to dates.*

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	SILK *Total Bales*
Aug 7	Mirage	716	London	453,901	256,841	710,742	519
Sept 6	Stornoway	527	..do	137,776	111,691	249,377	3,457
.. 18	Challenger	698	..do	221,600	218,800	440,400	3,139
.. 22	Jubilee	764	..do	37,133	728,336	765,869	2,729
Nov 7	Joseph Fletcher	672	..do	203,200	340,800	544,000	4,311
.. 14	Assyrian	455	..do	288,149	332,933	621,082	1,207
.. 25	Wellington	403	..do	61,357	253,952	315,309	1,171
.. 27	Strathmore	450	..do	429,255	.....	429,255	1,351
.. 28	Lord of the Isles	693	..do	223,691	281,772	507,463	1,441
Dec 9	Amicus	511	..do	216,333	282,764	498,397	1,793
.. 12	Akbar	733	..do	675,200	201,700	879,900	645
.. 15	John Masterman	608	..do	433,393	263,037	713,630	513
.. 23	Scutari	513	..do	367,099	224,894	591,994	819
Jan 12	Spirit of the North	671	..do	257,008	276,500	533,508	2,213
.. 20	Idas	706	..do	569,693	284,798	854,491	321
.. 30	Zealandia	1031	..do	849,700	227,800	1,077,500	1,538
Feb 2	Portens	351	..do	149,653	197,551	347,204	465

EXPORT *of* TEA *and* SILK, *from* SHANGHAI *to the* UNITED STATES, *From* 1st *July*, 1858, *to dates.*

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	*Raw Silk.* Peculs	*Other Silk*	Silk Piece Goods Pieces
Oct 2	Faley	629	New York	573,110	574,110	137,116	10,100	.....	10,100
.. 9	Quickstep	523	..do	706,403	706,403	19:20	1,170	.....	1,170
.. 13	Hebgur	863	..do	831,200	831,200	122:19	1,273	.....	1,273
.. 15	Pampero	1375	..do	1,265,244	1,265,244	120:39	1,713	.....	1,713
.. 23	N. R. Palmer	1399	..do	1,277,100	1,277,100	23:02	16,300	.....	16,300
.. 31	Mandarin	776	..do	718,461	718,461	.....	.....	.....	.....
Nov 7	Eureka	1041	..do	1,034,328	1,034,328	36:09	.....	.....	.....
.. 8	Kate Hastings	448	..do	590,142	590,142	.....	4,400	.....	4,400
.. 8	Sancho Panza	875	..do	861,500	861,500	39:34	.....	.....	.....
.. 21	Ino	895	..do	639,238	639,238	48:91	.....	.....	.....
Dec 6	Oscar	618	..do	1,535	826,031	827,566	126:58	.....	.....
.. 17	Swordfish	1034	..do	.....	820,355	820,355	20:49	.....	4,320
.. 19	Canvass Back	731	..do	.....	750,380	752,380	.....	.....	.....
.. 20	Isaac Jeanes	843	..do	.....	943,133	943,133	51:77	.....	.....
Jan 21	Nabob	1215	..do	.....	791,400	791,400	171:52	.....	10,574
.. 27	Henry Hasbeck	714	..do	.....	739,903	739,903	23:16	.....	.....
.. 28	Beaver	727	..do	23,400	361,391	384,791	23:49	.....	.....
Feb 3	Joshua Bates	620	..do	16,787	607,527	624,314	33:56	.....	2,402

EXPORT *of* TEA *from* SHANGHAI *to the* NORTH AMERICAN COLONIES, *From* 1st *July*, 1858, *to date.*

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Jan 14	Gauntlet	693	Montreal	57,087	453,513	510,600

EXPORT *of* TEA *from* SHANGHAI *to the* SOUTH AUSTRALIAN COLONIES *(direct)*. *From* 1st *July*, 1858, *to date.*

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Jan 9	Typhoon	220	Melbourne	.....	.....	107,356
Cleared	Betty	260	Sydney	.....	.....	.....

EXPORT *of* SILK *from* SHANGHAI COASTWISE, *From* 1st *July*, 1858, *to dates.*

Sailed	Ship's Name.	Tons	For	SILK *Total Bales*
July 15	Formosa, str.	750	Hongkong	1,276
Aug 2	Aden, str.	812	do	2,631
.. 15	Yang-tsze, str.	700	do	860
.. 15	Chusan, str.	700	do	2,699
Sept 2	Yang-tsze, str.	700	do	72
.. 4	Formosa, str.	750	do	2,720
.. 19	Yang-tsze, str.	700	do	26
.. 21	Norna, str.	970	do	3,023
.. 24	Hellespont, str.	330	do	17
.. 29	Formosa, str.	750	do	1,282
Oct 4	Lanrick	283	do	199
.. 5	Aden, str.	812	do	1,879
.. 5	Mary F. Slade	199	do	20
.. 19	Yang-tsze, str.	700	do	10
.. 23	Formosa, str.	750	do	2,268
.. 29	Elizabeth	410	do ..sid Amoy	18
.. 30	Hellespont, str.	330	do	10
Nov 7	Aden, str.	812	do	1,904
.. 17	Christian	276	do	24
.. 22	Formosa, str.	750	do	2,648
.. 28	Hellespont, str.	330	do	17
.. 29	Lanrick	283	do	25
Dec 13	Yang-tsze, str.	700	do	741
.. 7	Aden, str.	812	do	2,470
.. 22	Hellespont, str.	330	do	311
.. 23	Formosa, str.	750	do	2,955
Jan 7	Aden, str.	812	do	2,502
.. 23	Formosa, str.	750	do	2,061
Feb 7	Aden, str.	812	do	869

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